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Hongkong Daily Press.

ESTABLISHED 1857.

No. 14,602 號三零一八四零一月十二日 HONGKONG, MONDAY, SEPTEMBER 18TH, 1905. 壹圆五零九百零五年九月三十號 HONGKONG PRICE, \$3 PER MONTH.

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FOR THE BATH, TOILET AND
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Promotes a healthy action of the skin, counter-
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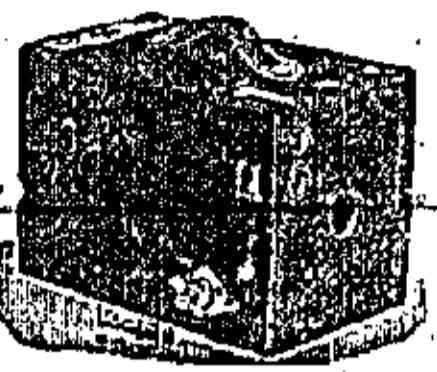
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THE HONGKONG DISPENSARY.

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NEXT DOOR to our FORMER ADDRESS.

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W. BREWER & CO.

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CLOWES' Naval Pocket Book	\$6.50	JUNT LANDED:—FORBESER'S, FALCON,
The Exploits of Joe Salis: A British Spy, by William Greener	1.75	UNICORN, SPECIAL CHAMPION, SELECTED TENNIS RACKETS.
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Electric Ship Lighting, by Urquhart	3.90	CRICKET BATS, BALLS, STUMPS, GAUNTLETS
Useful Tables for Scholars, by Williams	0.25	LEG GUARDS, &c.
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The Man Roosevelt, by Leupp	3.90	
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A Blend
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Distillations of the
Finest Scotch Whiskies.
\$10.50 Per Case.

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SIEMSSSEN & CO., Hongkong. [a65]

GREEN ISLAND CEMENT COMPANY

PORLTAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.
\$2.70 per bag 250 lbs. net ex Factory.

SHEWAN, TOME & CO.,
General Managers.
Hongkong, 1st March, 1905. [a142]

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Geo. FENWICK & CO., LTD., Engineers
&c., are open to receive OFFERS FOR
THE PURCHASE OF THEIR WANCAI
PROPERTY, comprising portions of Marine
Lots Nos. 31 and 36; approximate area 43,600
square feet.

For further particulars apply to the Company.
Hongkong, 12th July, 1905. [a133]

DR. M. H. CHAUN.

THE latest Method of the AMERICAN
SYSTEM of DENTISTRY.
37, DES VŒUX ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 4th September, 1905. [a266]

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SURGEON DENTIST,
NO. 10, DAGULLAR STREET
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st March, 1905.

SUN FAT & CO.

MANUFACTURERS AND DEALERS IN
LADIES' AND CHILDREN'S
UNDERWEAR,
EMBROIDERIES, LACES, SILKS, PONGEE,
GROSS-LINEN, SHAWLS, HANDKERCHIEFS,
BLANKETS, TRICHS.
EBONY FURNITURE AND FANCY GOODS.
No. 82, QUEEN'S ROAD CENTRAL.
Any Order Promptly Attended To.
Hongkong, 12th January, 1905.

AUTOMATIO MAUSER
PISTOLS.

CALIBRE 7.63 mm.
With CHAMBER for 10 CARTRIDGES
FIRING 10 SHOTS in 2 SECONDS.
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Hongkong, 3rd October, 1900. [a2]

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MERCHANT NAVY
NAVY BOILED
LONG FLAX
RELIANCE CROWN
TARPOLING
ARNHOLD, KARBERG & CO.
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RUINART PERE & FILS, REIMS.
Established 1719,
CHAMPAGNE BREWERS AND
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Ship only the Finest Quality
Extra Dry (Green Seal).
LAUTS, WEGENER & CO.
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Hongkong, 17th May, 1905. [a22]

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DELIGHTFUL SITUATION. UNEXCELLED RESORT FOR TRAVELLERS
AND RESIDENTS.
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JAS. W. OSBORNE, PROPRIETOR AND MANAGER. [a68]

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CHAMPAGNE BITTERS.

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FOR FATIGUE OF MIND AND BODY, AND SLEEPLESSNESS.
ALL CLUB AND HOTEL BARS KEEP IT.

WATKINS, LIMITED,
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AERATED WATER MANUFACTURERS.

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APOTHECARIES HALL, HONGKONG. [a38]

TURKISH CIGARETTES.

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GRAND FORMAT	Per Tin of 50	\$1.75
GOLD TIPPED	50	1.60
STAR OF INDIA	100	2.75
PRINCESS	100	2.20

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CALDBECK, MACGREGOR & CO.,

15, QUEEN'S ROAD CENTRAL.

Hongkong, 7th September, 1905. [a37]

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HAIG & HAIG, LTD., DISTILLERS SINCE 1679.

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5 Star LIQUEUR.—Exquisite heat in the World for Club or Private use at ... \$22.00

Stop drinking rank Smoky Stuff, because "it comes through the SODA."

Try HAIG & HAIG'S WHISKIES; pure, mellow matured, non-smoky, delicate flavor.

Once tried, preferred to all others. Sole Agents for Hongkong:

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BULL DOG
BRAND
BASS' ALE, GUINNESS' STOUT,
AND LIGHT ALES.

PRICES:

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(especially brewed for this climate)	Per Dozen pds \$2.25	Per Dozen pds \$2.00	Per Dozen pds \$2.00
"Bulldog" Guinness'	Per Dozen pds \$2.25	Per Dozen pds \$2.25	Per Dozen pds \$2.25
Stout	Per Dozen pds \$2.25	Per Dozen pds \$2.25	Per Dozen pds \$2.25
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ALEXANDRA BUILDINGS.

ESTABLISHED A.D. 1841.

133

NOTICE TO CORRESPONDENTS.
Only communications relating to the news column
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Correspondents must forward their names and ad-
dresses with communications addressed to the Editor,
and for publication, but as evidence of good faith
All letters for publication should be written on
one side of the paper only.
No anonymous signed communication or that has
already appeared in other papers will be inserted.
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DEATH.

On 5th September, at the Military Hospital,
Loekay (Tonkin), JUAN NEUMANN, Commiss-
sioner of Customs, aged 50 years. [2148]

HONGKONG OFFICE: 10A, DES VEGU ROAD, CH.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 18TH 1905.

Some interesting but knotty points are raised by the Foochow Echo in discussing the refusal of the Hongkong Government to permit boycott meetings to be held in the Colony. In its issue of the 9th instant our contemporary says that the Government "very properly declined to grant the necessary authority"; and, quoting the official correspondence with the Chinese Commercial Union, continues: "The position taken up by the Hongkong Government is an eminently reasonable one. The matter is regarded not as one to be controlled by the sentimental considerations which weigh with the Chinese—and these are the mainstay of the whole boycott propaganda—but in connection with its effect on the practical interests of the Colony." From which it appears that our Foochow contemporary shares our view that the feeling behind the agitation was a forced one; a cultivated passion, fed on sensational statements, some gross exaggerations, others downright lies; and the approval of the Government's policy in the matter indicates also the opinion that without that effectual check, danger was ahead. "But" (and here the knotty points make their appearance) "the most interesting point is one which is barely hinted in the COLONIAL SECRETARY's despatch. Hongkong," says our contemporary, "is a British Colony, and the vast majority of Chinese resident there are British subjects. For British subjects the interest of the boycott is speculative merely; they have no

such concern in it as to give them a right to take an active part in the agitation. It is true that this is not recognized by the Hongkong Chinese. Rage feeling is very strong among them, and they feel that the "black-haired people," even though they may be subjects of the same king as the "red-haired barbarians," have nothing else in common with them. This forms one of the main reasons why it is desirable that the Chinese who, by residence in Hongkong or the Straits Settlements, become British subjects, should be required in some way to differentiate themselves from Chinese who remain subjects of the Son of Heaven. That British nationality is regarded as an advantage by the Chinese is sufficiently demonstrated by the notorious fact that many Chinese, having been naturalized in Hongkong, send their wives at critical periods to the Colony for a time in order that the children may be born British subjects, and (as in this case happens) remain so although they return to China. These children, when they grow up, are indistinguishable from other Chinese. They speak, as their native language, some dialect of Chinese; they live on Chinese food, wear Chinese costume, cultivate a queue, and, as often as not, reside and own land in the interior. In a word, they endeavour to enjoy all the advantages of British subjects in China, such as immunity from the control of Chinese officials, and at the same time to evade all the disabilities attaching to the character of foreigner. Entirely to prevent these abuses is utterly impossible by any means but one. Were it rigidly enforced in colonies where persons of Chinese origin form a part of the population, that any of them who are, or who become, British subjects should adopt British costume (which involves the sacrifice of their queues,) the abuses must cease automatically. For Chinese who intend to remain subjects of the Emperor of China this outward change, though it has been seriously put forward as a desirable reform, is not a matter of any moment. But it is of great moment, and becomes daily more important, that such as become subjects of foreign states should show that they do so with an honest intention, and not merely with a view to obtaining, in China, an unfair advantage over their fellow Celestials. The desirability of having British subjects earmarked in some such manner may be admitted; but the practicable nature of the proposition is another story. In time, it is not improbable that the Chinese on the coast, whether under British rule or not, will follow the Japanese example, and adopt European costume. Many of them have already done so; and of these a large majority are they who have become subjects of foreign states "with an honest intention." We know of others who have honestly forsaken their native nationality, but who have an excusable, if not strictly honest, motive for retaining the native dress. We conclude, therefore, that it is not merely a question of clothes, as our contemporary appears to think; that circumstances would be against the suggested automatic cessation of abuses; and that the mere "sartorial revolution" would, not of necessity inaugurate other reforms. It is poor human nature again. The backwoods are the folk who are most in favour of land nationalisation; parents insist most upon the virtues of obedience; childless people write homilies upon the treatment of children; labour enlarges upon the iniquities of capital; and capital (assisted by your Rev. R. J. CAMPBELL) preaches of the joy of work for work's sake. So, we suspect, the Chinaman of a certain social status hastens to show his preference for the fair rule of the foreigner who oppresses him never; but when that same Chinaman gets into a position where strict justice would be against his interests, he finds it convenient to hark to the place where the bribe availeth, and "squeeze" is regarded as a process of nature. In other words, British freedom and liberty is analogous to the free will about which the theologian prate: it has its limitations: the goat with a long tether is free to the extent of the rope: it may decide absolutely to travel in a circle or in a straight line, to the left or to the right. The British subject, as the Chinese have discovered, is free and has perfect liberty—to do right. His privileges have their concomitant responsibilities. The unworthy subject wants the first without the second. To enjoy the first he lives in Hongkong: to escape the other he flees to Canton. Supposing it were constitutional to insist upon British subjects wearing certain clothes and dressing their hair in a certain way—for which the passing of a "sumptuary ordinance" would be necessary—there would result, no doubt,

considerable reduction of immigration; and once in, there would be less incentive to seek Chinese jurisdiction again. In theory, therefore, the class of Chinese-British subjects would be winnowed and improved. But in practice, ways would be found of surmounting the difficulty. The shorn Chinaman, resuming the plumage of the son of Han, would not be so ridiculously easy of detection as is the blonde missionary who struts in borrowed plumes, vainly imagining that gown and false pigtail bring him nearer to his quarry. Our idea is that the abuses complained of are inevitable so long as transit is easy and extraterritorial hard, and clothes would not make much difference either way. Besides, the difficulties would increase immensely if (and so much seems to follow) every Chinaman inland who cut off his queue and wore trousers could go to the nearest consul and claim assistance as a British subject. Registration remains the best method of dividing the sheep from the goats.

"Old Adam"—Mr. S. T. Dunn, Hon. Secretary of the Player Show Committee, asks us to inform you that your "excellent suggestion" will be considered by the Committee at its next meeting.

The current issue of the *Gazette* sets forth the regulations for the collection of Crown rents in arrear in the New Territories.

The *London Gazette* of Sept. 15th notifies that Captain H. Crillton, Royal Garrison Artillery, is permitted to retire on retired pay.

The *Echo de Chine* learns from private sources that M. Ratard, Consul in charge of the French Consulate at Shanghai, has been appointed Consul-General.

The Civil Service Cricket Club opened its cricket season on Saturday with a match between the First Eleven and the next 22. The former combination proved the stronger and ran out winners by 98 to 41.

In connection with the recent water polo contest under the auspices of the V.R.C., the protest lodged by the unsuccessful team has been dismissed, and the results are, therefore, as already ready in this paper—"A" team first and "C" team second.

The first shoot for the "Nicholson" and "Armstrong" cups by the right half of No. 2 Co., H.K.V.A., will take place at Tai Hang next Sunday. Firing will commence at the 200 yards range at 9.30 a.m. Competitors must take their own ammunition.

We have received the following communication from the Colonial Office:—"With reference to the telegram forwarded to you yesterday on the subject of withdrawal of quarantine restrictions against Hongkong, I am to inform you that Batavia should be read for Bangkok."

The programme arranged for the Hongkong Branch of the Sanitary Institute for the week ending September 23rd is as follows:—Tuesday—Lecture, by Hon. Dr. Clark, P.C.M.O., on "The Public Health Ordinances" (2nd), at 9 p.m. Thursday—Sanitary Inspectors Test Examination, from 7 to 10 p.m. Friday—Lecture by Dr. W. W. Pearce, M.O.H., on "The Atmosphere and Ventilation," at 9 p.m.

The programme of music to be performed by the Band of the 2nd Royal West Kent Regiment on the New Parade Ground this (Monday) evening from 4.30 to 6 p.m., is as follows:—Grand March....."Russe".....Gaine Overture to....."Oberon".....Weber Valse....."Les Sirenes".....Walton's Selection from....."The Yeomen of the Guard"....Sullivan Idyll...."The Smithy in the Wood"....Michælis Fantasy....."In Coonland"....Bridgwood

The French periodical *La Nature* publishes two photographs of a gigantic gorilla, the largest ever seen, which was recently shot in the Cameroons by M. Eugène Brusseau and a party of sportsmen on the banks of the Sangha River. It was one of a family of three, whose footprints could be easily made out along the shore of the river. Its height was 8ft. The width across the shoulders was 4ft. 6ins. and the right hand alone weighed over five pounds. The body of the animal weighed more than 700 pounds, and it required eight men to carry it to the residence of the sportsman who shot it. The carcass of the gorilla, which was only killed after eight rifle bullets had been fired into it, is being prepared for exhibition at the Berlin Museum of Natural History.

Dalziel's correspondent states that Capt. Hardy, of the 120th Infantry Regiment, who, notwithstanding his English name and descent, was an officer of the French Army, displayed remarkable fortitude and strength of mind during the few minutes he had to live after sustaining shocking injuries through a fall from his horse at Liao. He recognised that his recovery was hopeless, and although suffering excruciating agony, he uttered the few minutes, as he lay on the ground waiting for the ambulance, to dictate a will leaving all his property to "the gallant regiment I have been so proud to serve." He continued: "I can look death squarely in the face, and in the hope that my end may serve some useful purpose, I bequeath my body to the faculty of medicine for any experiments the professors may care to undertake." The dying officer feebly signed his name at the foot of the document. Then he made a final effort, and exclaimed, "Vive l'Armée! Vive la France!" and fell back exhausted. He died in a few moments.

TELEGRAMS.

[DAILY PRESS SERVICE.]

THE BOYCOTT.

SHANGHAI, 17th September.
The boycott here against American products is ended.

The Standard Oil Company, is doing a large business in open market.

[REUTER'S SERVICE.]

NORWAY AND SWEDEN.

LONDON, 16th September.
The feeling between Norway and Sweden is apparently again most strained; an authoritative announcement in Stockholm accuses Norway of wilfully deceiving the foreign Press on the subject of the demolition of the frontier fortifications, while the Norwegians declare that Sweden is now making the conditions harder than had been previously decided on.

Norwegian correspondents at Karlstad declare that mobilization orders are expected at any moment.

LATER.

It is stated in London that the negotiations between Sweden and Norway are proceeding steadily, and that England is playing an important but unostentatious part in them; though nothing in the nature of arbitration. M. Nansen, as a representative of Norway at present unofficial, and the Swedish Minister, are in close communication with each other through the Foreign Office.

RUSSIAN STEAMSHIP LINE IN
THE FAR EAST.

LONDON, 14th September.
The Russo-East Asian Steamship Co. announces the opening of a regular service from Russia to the Far East.

MOROCCO AND THE POWERS.

LONDON, 14th September.
All the Powers have presented a note to the Moorish Government, demanding the protection of Europeans in view of the present insecurity in Tangiers, consequent on inter-tribal fighting.

EUSSIAN CAUCASIA.

LONDON, 15th September.
The revolutionary party in Tiflis has issued a proclamation in favour of a general rising.

SUEZ NOT BLOCKED.

HONGKONG, 16th September.
Reuter's agent has received the following reply to a telegram sent yesterday requesting confirmation and details of the reported blocking of the Suez Canal.

"Blocking canal quite untrue."
J. Y. V. VEELEN,
Agent.

CHINESE EASTERN RAILWAY.

ITS PROSPECTS UNDER THE JAPANESE.
An influential Japanese recently returned to Tokyo from a tour through Manchuria, and he was much impressed with the value of the Chinese Eastern railway and the country through which it passes. This gentleman, according to a Japanese contemporary, is of opinion that when the railway comes into the possession of the Japanese at the close of the war, its value and uses should be carefully studied; and for this reason the traveller spent most of his time in Manchuria surveying the line. He is convinced that it will be no less valuable to Japan for commercial than for military purposes. While at present the passenger traffic is of little importance, the goods traffic is full of promise. A great source of revenue is the Wuchun colliery, a mine from which coal of excellent quality is obtained. Since June last the coal from the mine has been found sufficient to work the railway in the occupation of the Japanese, and in the opinion of an expert, when complete provision is made for working the mine it will not be a difficult task to turn out 10,000 tons of coal per day, an output that about equals that of all the mines in Kyushu. Even if the transport of one-third of such an output could be taken by the railway it would form an important source of revenue to the line. Another great source of income would be derived from the transport of beans and bean-cake from an extensive producing district stretching north from Liayang to Tieliang. At present this product is conveyed in great quantities by junk to Newchwang. The freight rate of the junk is equal to Y10 per ton, and in winter when the Liao is frozen the produce is carted overland in horse trucks. All this traffic could easily be attracted to the railway, entailing a saving to agriculturalists and quicker dispatch at all seasons of the year. The traveller calculated that if produced and carried to Tsinan (Daiy) by rail, 300 miles, at 2 cwt per ton per mile, the freight rate would be Y6 per ton, a saving of Y4 on the present charges. If the Chinese were to reduce their rates there is plenty of margin for the reduction of the railway rate. Thus while the railway is indispensable for military purposes, its prospects commercially are very great.

Says the *Times of India* plaintively:—We observe that during the tour of the Prince and Princess of Wales, the customs with regard to dress on all official occasions is to be the same as on similar occasions when the Viceroy is present. Presumably this means that four men are to share one silk hat, after the time-honoured fashion in Bombay.

CANTON.

(FROM OUR CORRESPONDENT.)

LITERAL GIFT.

Canton, 16th September.
Yu Huo Yan, proprietor of a well-known local dispensary called the Kwong Chi Koon, has sent the following presents to Viceroy Shum for charitable purposes, viz.:—Of Yu Shing and Kam Lo tea, each, 10,000 small packets, of Yu Yea tea and Hsing Kwan Yan, each, 10,000 bottles. His Excellency gave orders to the Chief Superintendent of Police to distribute them among the army, military, and naval colleges and the police force. Yesterday the Viceroy sent a tabot to the Kwong Chi Koon, through the President of the Chamber of Commerce, bearing these characters 克承志, meaning "aids to carry out the will of his forefather."

INTRODUCTION OF GIRLS' SCHOOLS.

Viceroy Shum has received a telegram from Feking saying that—in an audience granted by the Empress Dowager to His Excellency Tuan Fong, that "intelligent official" recommended the establishment of public schools in all the provinces for the education of girls. The Empress Dowager was delighted with the novel suggestion and gave her sanction to the excellent recommendation. She commanded the Cabinet to send telegraphic instructions to the Viceroy of all the provinces to establish beneficial institutions as soon as possible.

CLOSING JAPANESE COFFEE HOUSES.

Some time ago several of the local gentry petitioned Viceroy Shum complaining of the existence of numerous so-called Japanese coffee shops in the city, which were regarded as demoralising agencies. He Excellency communicated with the Japanese Consul of Hongkong and requested him to order them to be immediately closed. The Japanese Consul approved and complied. Recently several of these shops have re-opened, and yesterday the Nam Hoi Magistrate deputed an officer with a dozen braves to close them.

CANTON-HANKOW RAILWAY.

The Peking Government has telegraphed to Viceroy Shum and Chang Chih, Tung as follows:—We have redeemed the Canton and Hankow Railway to complete this gigantic line ourselves. Funds should be raised without delay to commence the work at once. If this matter is not taken up in earnest we are afraid that the people may change their minds.

A BOYCOTT INCIDENT.

A big teashop in Sui Nan purchased a large quantity of very cheap American flour shortly before the Moon Festival. The proprietor of the shop was delighted with his bargain and expected a handsome return from "moon cakes." His cakes went like smoke in the market as they were sold much cheaper than his competitors. Unfortunately, two days before the festival, one of his rivals published the reason for the low prices and the news spread like wild fire. Hundreds of people went to the teashop and demanded the return of their money. The shop was practically ruined.

ALLEGED SEVERITY BY I.M. CUSTOMS.

I was informed this morning that the Commissioners of Customs here had cancelled the Inland Navigation Certificate of the Portuguese steamer *Lucia* and told her agents that the vessel will not be permitted to trade any more in Chinese waters. These apparently high-handed measures were taken, it is stated, on account of a very slight infringement of the Customs regulations. It appears that the *Lucia* cleared for Sui Tung and Lui Chow on the 14th instant with permission from the Customs to tow a junk loaded with implements and gear to save the Italian steamer *Dominio* at Ni Wok Island. The junk was lying at Nam Kwan (southern suburb of the city). This was the place where all the Sui Tung steamers used to anchor. About two months ago the Customs issued a new regulation forbidding steamers to anchor at Nam Kwan and ordering them to anchor at the Ho Nam Spit. At about 5 p.m. on that day the *Lucia* left her moorings (Ho Nam Spit) and proceeded to Nam Kwan to tow the junk. When she got there the master of the junk informed the captain of the *Lucia* that the junk was unable to leave yet, as only part of the salving gear had been brought on board, and as there was a difficulty about obtaining coolies, owing to the moon festival. The Portuguese captain, who had only lately been on the river run and was not aware of all the Harbour regulations, anchored the steamer alongside of the junk that night. A Customs officer on river duty boarded

SPORT.

HONGKONG CRICKET LEAGUE.

The annual report of the Hongkong Cricket League reads as under:—The number of Clubs entered for the competition was ten, as compared with eight in the previous season. The Clubs entered were as follows:—Craigengower, Kowlon, Army Ordnance Corps, Hongkong Cricket Club, "A," Royal Engineers, Hongkong Police, R. G. A. Srd Company, Civil Service, Royal Army Medical Corps, and the Parsees. Owing to the larger number of clubs entered and the increased interest taken in cricket since the formation of the League, the competition proved even keener than in the previous season. Unfortunately the Parsees found themselves compelled to withdraw from the competition owing to their inability to raise an eleven for all their matches. Craigengower was successful in securing the Shield with 33 points for 18 matches played, of which 12 were won, 2 drawn and 4 lost. The cup presented by Mr. G. Hoggarth for the highest batting average was won by P. C. Edwards of the Hongkong Police Recreation Club, his average for 14 matches being 33.14. The match arranged to take place between the Hongkong Cricket Club and the League had, reluctantly, to be abandoned, owing to the softness of the ground caused by the heavy rains immediately preceding the day fixed for the match. The accounts show a credit balance of \$11.67. At "On Home" had on the Ground of the winning team on 6th May last, the President, the Hon. Mr. T. Sorcombe Smith, kindly presided at the presentation of the shield and medals to the captain and members of the successful XI, and at the same time handed over Mr. Hoggarth's cup to the winner.

STATEMENT OF ACCOUNTS.

Expenditure	\$ 0.00
To Eleven Gold Medals	\$ 70.00
To engraving shield (2 seasons)	3.50
To printing rules, annual report, stationery and stamps	23.50
To balance	11.67

\$108.67

Receipts.

By balance from last account	\$ 0.00
By entrance fees, 10 clubs at \$10.00	100.00
By interest	2.13

\$103.67

Larceny.

By balance	\$ 0.00
The league table for last year was:	Pt. W. L. D. Pt.
Craigengower.....	18 12 6 0 36
Kowlon.....	18 11 5 2 35
Army Ordnance Corps.....	18 11 5 2 34
Hongkong Cricket Club "A".....	17 10 3 1 28
Royal Engineers.....	17 7 5 4 26
Hongkong police.....	17 7 5 4 26
R. G. A. Srd Co.	16 6 1 0 20
Civil Service.....	18 5 10 3 32
Royal Army Medical Corps.	18 5 11 0 32
Parsees.....	withdrewn 1 point = a win. 1 point = a draw.

11.67

POLICE COURT.

Saturday, 16th September.

BEFORE MR. F. A. HAZELAND (FIRST POLICE MAGISTRATE).

LARCENY.

A Chinese boy was charged with stealing a watch from an Indian cook at the Government Civil Hospital.

He was found guilty and sentenced to three weeks' hard labour and six hours' stocks.

BEFORE MR. G. N. ODEME (SECOND POLICE MAGISTRATE).

THE NAVALYARD EXTENSION GAMBLING RAID. The native, who was remanded from yesterday on the charge of being the keeper of one of the gambling schools, arrested at the Navalyard Extension appeared before His Worship again this morning.

CONSULTING COMMITTEE. Since last general meeting, Mr. W. J. Gresson resigned his seat on the board and the Hon. Mr. C. W. Dickson was invited to fill the vacancy. The committee now consists of the Hon. Mr. C. W. Dickson, the Hon. Mr. R. Shawan, Mr. C. H. Thompson and Mr. A. G. Wood, who retire in terms of the articles of association, but being eligible, offer themselves for re-election.

AUDITORS. The present accounts have been audited by Messrs. W. H. Potts and J. E. Bingham (the latter acting in the absence of Mr. A. R. Lowe). Messrs. Potts and Lowe retire, but offer themselves for re-election.

DOUGLAS LAPRAIK & CO., General Managers.

The accounts are as follows:—

BALANCE SHEET.

For the year ended 31st Dec., 1905.

LIABILITIES.	\$ c.
Capital account: 20,000 shares at \$50.—	1,000,000.00
Reserve fund	185,041.50
Underwriting account of the company	33,057.40
Unpaid dividends	1,000.00
Unpaid bonus	190.00
Profit and loss account	\$1,501,483.54

ASSETS.

ASSETS.	\$ c.
Value of the Co.'s steamers: <i>Hawthorn, Harting, Hailey, Hastings, Thales</i> , now	875,000.00
as per last report	875,000.00
S.S. <i>Thales</i> now sold	15,000.00
Loss book value of S.S. <i>Hawthorn</i> now sold	15,000.00
Profit and loss account	\$1,501,483.54

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Loss book value of S.S. <i>Hawthorn</i> now sold	15,000.00
Profit and loss account	\$1,501,483.54

BALANCE SHEET.

For the year ended 31st Dec., 1905.

LIABILITIES.	\$ c.
To dividend paid for year ended 31st Dec., 1905	5,000.00
To amount written off for depreciation for year ended 31st Dec., 1904	1,662.62
To exchange account	183.05
To auditors' fees	600.00
To remittance to consulting committee for services rendered	2,000.00
To remuneration to general managers for office expenses, for 12 months	10,600.00
To balance	190,193.55

\$250,546.22

By balance of profit and loss account, 30th June, 1904

41,592.62

By general interest account

3,446.30

By interest on mortgages account

28,275.41

By coal account

1,001.38

By difference between book value of S.S. *Thales* and the amount realised on her

41,501.16

By difference between book value of S.S. *Hawthorn* and the amount realised on her

81,579.51

By profit on running the company's steamers during the year

50,349.51

\$25,546.22

THE UNION INSURANCE SOCIETY OF CANTON, LIMITED.

THE HONGKONG DAILY PRESS, MONDAY, SEPTEMBER 18TH, 1905.

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After that hour the supply is limited. Only specified for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until demanded.

NEW ADVERTISEMENTS

LOST.

ON SUNDAY, the 3rd instant, in the vicinity of Blacks Licks an IRISH TERRIER (Dog) PUPPY, age 5 months. Who last seen wore a leather collar with name of dog and owner's name and address: ("PAT") E. V. D. PARIS, P. & O. Co.

Anyone returning the dog to owner will be suitably rewarded.

Hongkong, 14th September, 1905. [2144]

WANTED.

SITUATION by YOUNG EUROPEAN; thoroughly competent Bookkeeper, Salesman, and General Office Man with several years experience in Canton and Hongkong. No objection to outport. Moderate salary.

Apply to— E. L. Caro of "Daily Press" Office.

Hongkong, 18th September, 1905. [2145]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction.

On TUESDAY, the 19th SEPTEMBER, 1905, at 2.30 P.M. at his

SUNDRY HOUSEHOLD FURNITURE: BOOK CASES WITH DESK, BLACK-WOOD STOOLS AND STANDS, CROCKERY, GLASS AND PLATED WARE, PIANO BY COLLARD AND COLLARD COOKING RANGE,

&c., &c., &c.

TERMS OF SALE:—As Customary.

V. I. REMEDIOS,

Auctioneer.

Hongkong, 18th September, 1905. [2146]

PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the Letting by Public Auction Sale, to be held on MONDAY, the 25th day of September, 1905, at 3 P.M. at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land South of Tai Hang, Inland Lot 162, at Tai Hang Village, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot.	Boundary.	Locality.	Boundary Measurements.	Contents in Square Feet.	Annual Rent.	Type Price.
Tai Hang Inland Lot No. 162.	Adjoining Inland Lot 163.	122 ft. 10 in. long, 11 ft. 10 in. wide.	100 ft. 10 in. 87 ft. 5 in. 87 ft. 5 in. 87 ft. 5 in.	8700 ft. 10 in.	100	100

OCEAN STEAMSHIP COMPANY, LIMITED, AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"DIONED."

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will lie at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 19th inst.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 22nd inst.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 22nd inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 25th inst., or they will not be recognised.

No Fire Insurance has been effected.

BUTTEFIELD & SWIRE,

Agents.

Hongkong, 15th September, 1905. [19-10]

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "NICONEDIA," FROM PORTLAND (OR.), YOKOHAMA, KOBE, AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignee's risk and expense.

No Fire Insurance will be effected by us in any case whatever.

S. SILVERSTONE,

Acting General Agent.

Hongkong, 18th September, 1905. [13]

IN THE SUPREME COURT OF HONGKONG.

In the Goods of JAMES MCLACHLAN, late of Victoria, in the Colony of Hongkong, Consulting Engineer, deceased.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 58 of Ordinance No. 2 of 1892, made an Order limiting to the 7th day of October, 1905, for sending in Claims against the above estate.

All Creditors are hereby required to send their Claims to the Undersigned before the said date; and Debtors to the Estate are requested to pay the sums due by them to the Undersigned without delay.

ARATHOON SETHE,

Official Administrator.

Dated this 7th day of July, 1905. [1636]

INTIMATIONS.

HONGKONG CLUB.

NOTICE.

THE EIGHTH HALF-YEARLY DRAWING of SIXTY-FIVE DEBENTURES of the HONGKONG CLUB, payable on SATURDAY, the 30th SEPTEMBER, 1905, will be held at the HONGKONG CLUB, at 11 o'clock A.M. on THURSDAY, the 21st SEPTEMBER, 1905.

Bearers of Debentures are invited to attend the Drawing.

By Order, C. H. GRACE,

Secretary.

Hongkong, 14th September, 1905. [2114]

FOUND.

A FOX TERRIER.

Owner may apply to—

FRED. BORNEMANN,
6, Queen's Road Central.
Hongkong, 13th September, 1905. [2126]

WANTED TO EXCHANGE.

HALF-PLATE STAND CAMERA, for Kodak Eastman's preferred.

Address—CAMERA,
Care of "Daily Press" Office.

Hongkong, 14th September, 1905. [2117]

WANTED.

WANTED for Club in North China, a SUB-MANAGER. He must be able to keep intelligent accounts. Free Quarters; Coal and Light will be provided.

Salary to commence \$150 per month.

Apply to—

Caro of "Daily Press" Office.

Hongkong, 14th September, 1905. [2145]

NOTICE.

THE Undersigned invites applications for the post of COMPRADORE to an old and well-established Bank. Applications to be in writing and to state qualifications and age of applicant. The highest references required.

No one need apply unless he is an experienced man of business and prepared to give substantial security.

Apply to—

JOHNSON, STOKES & MASTER,

Hongkong, 21st August, 1905. [1934]

CHEONG LEE & CO.

FURNITURE DEALERS.

TEMPORARY STORE: 26, CONNAUGHT ROAD (At back of Messrs. DOUGLAS' Steamship Co.)

Hongkong, 14th September, 1905. [2121]

FOR SALE, VERY CHEAP.

"STONYHURST" and the THREE HOUSES on Magdalone Terrace, Magazine Gap, Armament 8,000 square feet. In One Lot or Singly, Portion of Purchase money to remain Mortgage if required.

Apply to—AHMEE RUMJAHN,
Hongkong, 13th September, 1905. [2112]

GOVERNMENT OF BRITISH NORTH BORNEO.

GOVERNMENT OF LABUAN.

REVENUE FARMS FOR 1906, 1907, 1908.

TENDER will be received by the Secretary to the Governor, Sandakan, on or before 2nd October, 1905, for the following Revenue Farms for the year 1906, or for the three years 1906, 1907 and 1908.

OPUM FARM.

SPIRIT LICENSE FARM.

PAWN BROKING FARM.

CUSTOMS FARM (North Borneo only).

GAMBLING RESTRICTION FARM (North Borneo only).

For Particulars apply to—

GIBB, LIVINGSTON & CO.

Agents British North Borneo Co.

Hongkong, 24th July, 1905. [1735]

AUCTION

PUBLIC AUCTION.

THE Undersigned has received instructions from Capt. CRICHTON to sell by Public Auction.

On THURSDAY,

the 21st September, 1905, at 2.45 P.M. at his Residence, No. 6, Macdonald Road,

THE WHOLE of HIS

VALUABLE HOUSEHOLD FURNITURE

(Full particulars from Catalogue).

On View from Wednesday, the 20th September.

TERMS:—Cash on delivery.

GEO. P. LAMMERT,

Auctioneer.

Hongkong, 16th September, 1905. [2143]

BOARD AND RESIDENCE

BOARD AND RESIDENCE.

WITH Private Family suitable for Gentlemen. Good Locality, Central, Tennis, Hongkong.

Apply to—G. L.

Care of "Daily Press" Office.

Hongkong, 14th August, 1905. [1921]

FIRST-CLASS BOARD & RESIDENCE AT BRAESIDE.

A LARGE AND COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large airy and Well-furnished Bedrooms, every luxury comfort. Fine View of the Harbour; Terms moderate.

Apply to—Mr. F. W. WAITS,

"Braside," 20, Macdonald Road,

(late of "Tang Yuen").

Hongkong, 27th June, 1905. [1535]

BOARD AND RESIDENCE:

MRS. GILLANDERS

"GLENWOOD,

27, CAINE ROAD.

Hongkong, 19th March, 1904. [761]

IN THE SUPREME COURT OF HONGKONG.

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The TRANSFER BOOKS of the Company will be CLOSED from the 15th to the 23rd SEPTEMBER, both days inclusive.

DOUGLAS LAPIRAK & CO.,

General Managers.

Hongkong, 11th September, 1905. [2008]

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the THIRTY-SECOND ORDINARY MEETING of SHAREHOLDERS of the above Company will be held at the Company's Office, on SATURDAY, 23rd SEPTEMBER, at Noon, for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to 31st June, 1905.

A SANE STOMACH.

ITS IMPORTANCE TO THE BRAIN.

Some time ago a discussion was carried on in one of the leading London papers as to whether we eat too much, and one writer made the forcible remark that "A sane mind is more dependent on a sane stomach than may seem at first sight."

There is so much truth in the remark that one feels compelled to pause for a moment and consider the assertion.

The writer did not mean that injudicious or over-eating caused insanity, but he undoubtedly meant, that when we put food into the stomach that did not agree with it, there were produced those disorders such as Indigestion, Ccstipation, Headaches, and kindred ailments which affect the brain and cause irritability, nervousness and inability to concentrate the mind upon a business or social problem long enough to properly solve the vexed question.

A sane stomach means all the machinery of the human system working with that checkless precision of a mechanical engine. That means perfect health.

The best regulator for the stomach is Abby's Effervescent Salt; it makes a disordered stomach healthy, it drives away those diseases caused by irregularity of the action of the stomach, and all this means a clear brain to grapple with life's problem, a bright eye, an elastic step and restored energy for an emergency.

Without question Abby's Salt is the remedy to use, its superiority to other salines is like that of the present express train over the traveling coach of a century ago, it is the only up-to-date 20th Century Saline in existence; if you try a bottle you will demonstrate to your own satisfaction the truth of this assertion.

Remember, Abby's Salt will make the stomach save, the bowels regular, and the blood pure. As a pleasant, cooling, invigorating drink it is unsurpassed. When in need be sure to buy Abby's Salt.

Sold in two sizes by all Chemists & Stores and by WATKINS, Limited, and A. S. WATKINS, Limited, of Hongkong.

THE ABBY FRUIT SALINE Company, Limited, 144 Queen Victoria Street, London, E.C. England. 123-4

PURE FRESH WATER.

THE HONGKONG STEAM WATER-BOAT CO., LTD., is prepared to supply ANY QUANTITY of PURE FRESH WATER to the Shipping, both for Dock and Boats.

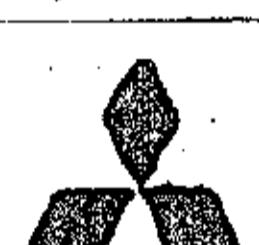
Call Flag W. J. W. KEW, Manager, Hotel Mansions, 3rd Floor, Hongkong, 8th August, 1905. 1433

A. LING & CO.,

FURNITURE STORE
PLATED GLASS AND CROCKERY
WARE, &c., &c.; and POOCHOW
LACQUERED WARE.
69, QUEEN'S ROAD CENTRAL,
Hongkong, 21st September, 1905. 1222

MAP OF THE SIKLUNG or WEST RIVER
From HONGKONG to WEICHOWPEI,
Showing the Ports and Calling Places
Opened to Foreign Trade, 1897.
Published at Daily Press Office.

Price 25 Cents, Cash.
Hongkong, 1st April, 1897.



MITSU BISHI DOCKYARD
AND ENGINE WORKS,
NAGASAKI.

CODE WORD: "DOCK,"
A.A.B.C., and Engineering Code Used

NEW DOCK NOW OPEN.

DOCK No. 3.
Extreme Length... 722 feet.
Length on Blocks... 714 "
Width of Entrance on Top... 96 "
Width of Entrance on Bottom... 88 "
Water on Blocks at Spring Tide 34 "

DOCK No. 1.
Extreme Length... 523 feet.
Length on Blocks... 513 "
Width of Entrance on Top... 88 "
Width of Entrance on Bottom... 77 "
Water on Blocks at Spring Tide 264 "

DOCK No. 2.
Extreme Length... 371 feet.
Length on Blocks... 352 "
Width of Entrance on Top... 66 "
Width of Entrance on Bottom... 53 "
Water on Blocks at Spring Tide 22 "

PATENT SLIP.
Suitable for vessels up to 1,000 tons gross

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL WORK.

A LARGE STOCK of MATERIAL is always kept on hand.

THE COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 I.H.P.) especially built for SALVAGE PURPOSES equipped with necessary gear, always ready Short Notice. 1333



SCIENTIFIC MISCELLANY.

HANDY WELDING—THE LATEST ROCK SMASHER PULSE AND ATTITUDE LEAD BORING LARVAE—A NEW FIRE ENGINE—LIGHTER MAGNETS—WEIGHING GAS LEAKS—WHITE HOT LIQUID—ELECTRIC PLANT GROWTH—POROUS QUARTZ.

In the novel method of electric welding of a Berlin firm, the heat applied is evolved by an electric arc formed between the working piece and a carbon electrode at the place where the weld is to be made. A relatively small electric generator is used with a storage battery connected up in parallel, and the carbon, fixed in the holder, is readily shifted as desired. The great heat melts both the working pieces and the metal to be welded, insuring an intimate juncture. Welding material is supplied until the joint or aperture is filled and by gradually reducing the arc the weld is cooled slowly. The process supplies especially a cheap and simple means for making small repairs in metal castings.

Vigorite, the new explosive of Prof. Schulz and Engineer Gehre of Switzerland, is a nitro compound which, united with saltpeter, has given results claimed to indicate a strength about ten times greater than that of any other explosive. In the open air it burns without exploding. It has the further advantages of being invisible to friction, shock or concussion, while it is not injured by wetting or by freezing.

A table of pulse-beats at the different stations on Pike's Peak up to about 13,000 feet was made by Prof. Clayton in 1901. The atmospheric pressure for the stations has now been calculated by J. Okada, a Japanese meteorologist, who finds a very regular increase of one heart-beat per minute for each third of an inch increase in pressure.

About seventy specimens of the extinct great auk are now preserved in museums. A specimen recently sold in London brought \$2,000.

Several lead-boring insect larvae are now known. In Australia, for a number of years, perforations have been noticed in the lead covering of telegraph cables suspended from poles by twisted steel wire, and as these have given trouble in the season of thunderstorms, they have been attributed to electricity. An investigation recently showed holes in the lead up to a quarter of an inch in size, as many as fourteen being discovered in a length of sixteen inches. The little black insect (*Isodacus larvatus*) was found, and have been traced at work, their purpose seeming to be to reach the tinned linen covering portions of the wire under the lead. Other insects bore through lead to escape from confinement.

The new chemical automobile fire engine of Leicester, Eng., carries a large cylinder of carbonate of soda solution, with a bottle of sulphuric acid suspended over it, and travels thirty miles an hour. When the acid is tipped into the soda water, carbonic acid is rapidly generated, quickly giving a pressure of 150 pounds. This pressure forces the water in a four-fifths inch stream to a height of forty feet, and as the water reaches the fire the carbonic acid escapes in great volume, crowding out the air and smothering the fire. The cylinder is emptied in four minutes.

The recent discovery that alloys not containing iron can be made as magnetic as iron has suggested the new theory that magnetism depends upon the grouping of the molecules. When the special magnetic structure is made better known, it is hoped to improve upon electrical magnets by adapting them an alloy of great power, thus lightening the moving parts in electrical machines.

A balance of precision weighing a mixture of illuminating gas or fire-damp against an equal quantity of normal air is the novel gas-detector alarm that has been brought before the Paris Academy of Sciences.

Life on earth began when the surface was a sea of molten rock, if we may accept the theory of Godfrey Martin, of Kiel University. It must have been based on silicon instead of carbon and, associated with it as fundamental elements, were perhaps phosphorus, sulphur and oxygen, in place of the hydrogen, oxygen and nitrogen of modern life forms. This silicon life is supposed to have flourished in the sea of molten rock, with which it blended at death, leaving no trace. A possible trace, however, may remain in many remarkable minerals, whose fibro-like structure may be due to former existence in organic form, asbestos being an example. With the cooling of the earth, carbon entered more and more into the composition of living matter, and the silicon solidified out. There may now be worlds at high temperature, it is contended, with life in its silicon age.

How electricity influences plant growth has not been easy to explain. It is pointed out that the heat can have little effect, as this cannot replace or even greatly reinforce the heat of sunshine. The electricity acts rather as a stimulus to all the vital processes. Capillary attraction of water is promoted by a positive current flowing upward, and as electric influence is beneficial only with an abundance of water, the rise of fluid is assumed to play a part. In some exceptions a positive flow downward gives the best results, which is thought to mean that more food is supplied by the leaves than is commonly supposed.

The new quartz vessels, so valuable for their endurance of temperature changes, have disadvantages. They leak at high temperatures and Berthelot, using tubes with walls 1/30 of an inch thick, lost a third of the oxygen and a sixth of the nitrogen in one hour at 1,100 deg. C. The sealed-up gases were originally at

about air pressure. Permeability for hydrogen is quite marked at 800 deg., but with hydrogen chloride and carbon dioxide it scarcely appreciable below 1,300 deg.

THE UNFLANNELLED FOOL.

The public might make an even greater spectacle of itself than it does at present in talking, thinking, dreaming of cricket. It might try to play the game. The cricket lunatic, with his talk about "recovering the lunatics," "terra cotta," and so forth, may be a spectacle for men, at the wicket he would be one for gods. If unflannelled he is not one of them, what he would look like padded and gloved. He shouted with scorn at the Trent Bridge ground the other day when a "trumper" on the English side, "good old" somebody or other, "bumped" in "terra cotta" in such fashion that the Australian batsmen had repeatedly to "duck" to escape being hit, on the head. He is not always quite happy even behind the ropes when some big driver, in whom he delights, is lifting balls out of the ground in his neighbourhood. He would be eager to see the ball when it has quite stopped rolling and flag it back but we have all seen the terrified breaking up of a knot of eager cricketers in theory behind the ropes when a high-driven ball is seen dropping in their immediate neighbourhood. A crowd of enthusiasts packed tighter than sardines has, at such times, a remarkable power of suddenly dispersing and leaving a large open space for the ball to fall on. This is the kind of crowd which a few minutes before very likely was so bravely baying, even threatening, an unpopular batsman for playing for a draw or a heavier blow than double-bounds it affects to criticise.

It is hard to talk or write equally of the cricket craze when the season is nearing its height. One does not pretend to swear reasonlessness in this matter. It is had enough when people solemnly lay themselves out to command the choice of some new Cabinet Minister because he has been a great cricketer or is a golf handicap of plus three. But this is nothing compared with the scenes of nonsense which are poured out each summer about cricket heroes and their careers and records and each winter about the half-backs or three-quarters of football. Perhaps, after all Mr. Kipling will live. His "Plain Tales" and "Barrack Room Ballads" will be forgotten. But the only really unpopular poem he ever wrote, his verses about the flannelled fools and muddied drivers, may survive as an epitaph for an Empire on which the sun never sets.

The amusing chatter during the past fortnight or so about cricket records and centenaries, about cricketers of the Empire, the state of their health and the like, has been a nuisance to many people who really like the game and believe that it has been and may again be an instrument for good. One cannot open a paper without being faced with column after column of cricket news and gossip. A little while ago many of us were making light of the writings of the professional reporters of the game. These writers have disappeared in the background. Instead, we have the players themselves writing or wiring off accounts of the game. We have heard of some of them rushing to the telegraph office immediately after their innings; next the batsmen may be sending stop press telegrams about his very runs and the "bowler" between his overs. As to the style of writing, well we recognise now that the much-abused professional reporter might have been worse. There is no escaping cricket talk—railway carriage, club, refreshment bar, air full of it. We are not quite safe in church. A few Sundays ago a clergyman in a London church was apologising to his congregation for the absence of a famous cricketer who was to have read the lesson. He could not come, the congregation were told, because of an interesting domestic incident which had occurred that morning or the day before. The affair was the subject of a paragraph in several papers. So far as we recollect the paragraph was entitled "Famous Cricketer has a Son." The bed rock of absurdity seems to be reached by such a touch as this. But is it much more ridiculous than the items of information telegraphed to every part of the country about this batsman's slightly-injured thumb or another's cracked back or side?

All sensible people agree that this kind of cricket chaff is absurd, and that the craze for records and record-breaking is an unpleasant feature of the game to-day. But they are often inclined to be lenient in the matter. The frost, they say, comes to the surface. "If you allow cricket chaff about centenaries and boundary hits and so forth, to get on your nerves, you fall into the very error you deplore in the cricket-dreaming public—lose all sense of proportion. Cricket and football are games which tend to keep the manhood of England at a high physical standard. Even the watching of them is good. It gives hard-worked classes a holiday in the open air, and keeps their minds intent on a perfectly whole some subject. Indeed it may keep them out of the public house. Has not the Chancellor of the Exchequer himself said as much?" If this were putting the case fairly and fully, the evil of the game craze of to-day would indeed be outweighed many times by the good. There would be no excuse for allowing cricket chaff to get on the nerves. But, of course, the case is very different. Cricket is a splendid game, and down to, or, we may say, up to, the true sporting match on the village green, almost every phase of it deserves encouragement. It is good to watch in moderation, and of course far better to play. But it is not good to give up your soul to the game, to talk and think of little else. This is what men and boys by the thousand are doing to-day. They do not play the game. They have not the chance to watch it often. Perhaps, one afternoon, in each week, the cricket in the theory is a cricket warden in practice. The remainder of the week he gives up to thinking, talking, reading cricket. It takes neither mind nor character. It is an entire waste of time and energy which well applied would make for the good of the individual and the State.

COTTON MILLS—Frees are up to Tls. 52. Other stocks under this heading unchanged.

SUNDAY MANUFACTURING COMPANIES—Old Electricians flocked S15 and have more buyers. Dairy Farms sold and have buyers at S17. Green Island Cements have been fixed at S28, but more shares are offering. Other stocks under this heading are unchanged.

MISCELLANEOUS—China Providents have proved hands at S19.90. Langkats have remained quiet, but steady at the lower rate. Kowloon Lands, as well as West Point, are unchanged in quotations. Hongkong Hotels are said to have buyers at S14. Humphreys' Estates sold at S12; and close with buyers at latter rate. Shanghai and Hongkong Wharves are in demand at the late typhoon rates. The losses sustained at the late typhoon are not so heavy as anticipated.

LANDS, HOTELS AND BUILDINGS—Hongkong Land Investment and Agency Co.'s shares flocked S127.128, closing quiet but steady at the lower rate. Kowloon Lands, as well as West Point, are unchanged in quotations. Hongkong Hotels are said to have buyers at S14. Humphreys' Estates sold at S12; and close with buyers at latter rate.

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COTTON MILLS—Frees are up to Tls. 52

SHIPPING.

ARRIVALS.

CHOWTA, German str., 1,055 J. Spiesen, 16th September.—Bangkok 9th Sept., Rice and General—Butterfield & Swire.
CHOYSONG, British steamer, 17th September, from Canton.
ESKDALE, British str., 1,936 J. W. Duff, 16th September.—Rangoon 3rd Sept., Rice—Order.
HAITAN, British str., 1,183 Roach, 16th Sept.—Coast Ports 15th August, General—Douglas Lapraik & Co.
HANGHANG, British str., 1,336 Wild, 17th Sept.—Shanghai via Swatow 13th Sept., General—Jardine, Matheson & Co.
HELENE, German str., 771 J. J. Jensen, 16th Sept.—Hoioh 15th Sept., Coal and General—Jehes & Co.
HONGKONG, French str., 742 Suzzoni, 16th September.—Hoioh 15th Sept., General—A. R. Marti.
KAIKONG, British str., 980 Finlayson, 17th Sept.—Cebu 13th Sept., General—Butterfield & Swire.
KONGWAI, German str., 1,115 Kohler, 16th Sept.—Bangkok and Swatow 15th Sept., Rice—Butterfield & Swire.
LONGHOR, French str., 6,209 Relant, 16th Sept.—Marsella and Haiphong 14th Sept., General—Messageries and Maritimes.
NICOLAUS, German str., 2,908 P. Wagmann, 17th Sept.—Portland 17th Aug., Yokohama 17th Sept., Kobe 9th and Moji 11th, General—Portland and Asiatic S.S. Co.
PERIN, British str., 3,957 W. R. Le Mare, P.R.M., 16th September.—Moji 16th September, General and Coal.—P. & O. S. N. Co.
PRIMUS, Norwegian str., 114 E. Torstensen, 17th Sept.—Anping via Amoy 13th Sept., General—Osaka Shosen Kaisen.

SHAOSHING, British steamer, 16th September, from Canton.
SIERRA BLanca, British str., 2,227 H. de Gruchy, 17th Sept.—Yokohama 23rd Aug., General—Shewan, Tomes & Co.
TOONAN, Chinese str., 140, Boyd, 17th Sept.—Shanghai 13th Sept., General—Chinese.
WRAY CASTLE, British str., 2,717 P. Watson, 16th Sept.—New York 9th July and Singapore 10th Sept., General—Dowdell & Co.

CLEARANCES,
AT THE HARBOUR MASTER'S OFFICE.
16th September.

Andalonia, German str., for Shanghai.
Strathnavis, British str., for Java.

DEPARTURES.

16th September.
HOHNSTEN, German str., for Chinkiang.
INDRAVELLI, British str., for Durbar.
J. B. AUG. KESSLER, Dutch str., for Kole.
KOHNSCHANG, German str., for Bangkok.
KWANGTUNG, Chinese str., for Shanghai.
LYRA, American str., for Taocia.
MAUSANG, British str., for Sankuan.
REBL, British str., for Manila.
SOCOTRA, British str., for Shanghai.
17th September.
AMIGO, German str., for Hoioh.
DIOMED, British str., for Yokohama.
ESKDALE, British str., for Yokohama.
PROTEUS, Norwegian str., for Tamsui.

SHIPPING REPORTS.

The British str. *Kaiyin* reports: Light winds, fine weather and smooth sea.
The British str. *Hangmen* reports: Light to moderate variable winds and sea.
The British str. *Eskdale* reports: Fair weather and light W. to S.W. winds in the China Sea.
The Chinese str. *Toumen* reports: Strong S.W. wind and head sea to Lamocka; then moderate wind and squally rain.
The German str. *Nicolaus* reports: Very rough sea north of Fo-ma and in Formosa Channel; had all signs of a typhoon having passed or south from it.
The British str. *Socotra* reports: Experienced typhoon going from Moji to Shengtai, passed through centre 7 a.m., Sept. 2nd; from Keeling, 1st port, moderate winds and overcast with rain.
The British str. *Hutan* reports: Foothold to Amoy moderate N.E. winds and fine clear weather. Amoy to Swatow strong S.W. winds with lightning and thunder and violent rain squalls. Swatow to Hongkong light westerly winds and showery, smooth sea.

VESSELS IN DOCK.

16th September.
ABERDEEN DOCKS.—Lawhill, Hopson.
KOWLOON DOCKS.—Ponape, Jolani, Hockstein, Strathnavis, Bulimont, Lakin, Cherub, COSMOPOLITAN DOCK.—Schleswig.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.
THE Company's Steamship

HAITAN.

Captain J. S. Reach, will be despatched for the above ports on TO-DAY, the 18th inst., at NOON.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & CO.
General Managers.

Hongkong, 15th September, 1905. [218]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.
THE Company's Steamship

SILESIAN.

Captain L. Stabile, will leave for the above ports TO-MORROW, the 19th inst., P.M.
For Freight or Passage, apply to
SANDER, WIELER & CO.
Agents.

Princes Building.

Hongkong, 13th September, 1905. [13]

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

CALEDONIEN.

Captain Grizzetti, will be despatched for above ports on or about WEDNESDAY, the 24th inst.
For Freight or Passage, apply to
G. DE CH. MPEAUX,
Agent.

Hongkong, 14th September, 1905. [12]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	PLACE & BLD.	BIRTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP.	RADNORSHIRE	Brit. str.	—	—	SHEWAN, TOME & CO.	About 20th inst.
LONDON, &c. via PORTS OF CALL.	SIMLA	Brit. str.	1 m.	P. & O. S. N. CO.	On 23rd inst. at Noon.	
LONDON, AMSTERDAM & ANTWERP.	ANTENOR	Brit. str.	1 m.	BUTTERFIELD & SWIRE	On 26th inst.	
LONDON, AMSTERDAM & ANTWERP.	ALCINOUS	Brit. str.	1 m.	BUTTERFIELD & SWIRE	On 10th Oct.	
LONDON & ANTWERP.	BENGAL	Brit. str.	1 m.	GIBB, LIVINGSTON & CO.	About 23rd inst.	
LONDON, AMSTERDAM & ANTWERP.	DIONED	Brit. str.	1 m.	BUTTERFIELD & SWIRE	On 24th Oct.	
MARSEILLE, &c., via PORTS OF CALL.	ERNEST SIMONS	French str.	—	MESSAGERIES MARITIMES	To-morrow.	
BREMEN, via PORTS OF CALL.	ROON	Ger. str.	k. w.	MELCHERS & CO.	On 27th inst. at Noon.	
SCANDIA	SCANDIA	Ger. str.	k. w.	HAMBURG-AMERIKA LINIE	About 22nd inst.	
SILESTA	SILESTA	Ger. str.	k. w.	HAMBURG-AMERIKA LINIE	On 4th Oct.	
SUEVIA	SUEVIA	Ger. str.	k. w.	HAMBURG-AMERIKA LINIE	On 10th Oct.	
SEVENIA	SEVENIA	Ger. str.	k. w.	HAMBURG-AMERIKA LINIE	On 18th Oct.	
SENEGAMIA	SENEGAMIA	Ger. str.	k. w.	HAMBURG-AMERIKA LINIE	On 1st Nov.	
PERSIA	PERSIA	Aus. str.	—	SANDER, WIELER & CO.	On 15th Nov.	
ACHILLES	ACHILLES	Brit. str.	1 m.	BUTTERFIELD & SWIRE	On 23rd inst. P.M.	
AGAMEMNON	AGAMEMNON	Brit. str.	1 m.	BUTTERFIELD & SWIRE	On 20th Inst.	
SIERRA BLanca	SIERRA BLanca	Brit. str.	—	STANDARD OIL CO.	On 27th inst.	
SENECA	SENECA	Brit. str.	—	DODWELL & CO. LTD.	About 30th inst.	
SATSUMA	SATSUMA	Brit. str.	—	CARLOWITZ & CO.	About 30th inst.	
ALBENGA	ALBENGA	Ger. str.	k. w.	HAMBURG-AMERIKA LINIE	About 5th Oct.	
VANDALIA	VANDALIA	Brit. str.	—	HAMBURG-AMERIKA LINIE	On 20th inst.	
SIKHS	SIKHS	Brit. str.	2 m.	H. PYBUS, R.N.E.	On 1st Oct.	
EMPEROR OF JAPAN	EMPEROR OF JAPAN	Brit. str.	1 m.	S. ROBINSON, E.N.E.	On 23rd inst. at Noon.	
ATHENIAN	ATHENIAN	Brit. str.	1 m.	CANADIAN PACIFIC R. CO.	On 20th inst.	
FLEIAHLS	FLEIAHLS	Am. str.	—	CANADIAN PACIFIC R. CO.	On 7th Oct.	
TIDEUS	TIDEUS	Brit. str.	1 m.	DODWELL & CO. LIMITED	On 26th inst. at Daylight.	
NICOMEDIA	NICOMEDIA	Am. str.	—	BUTTERFIELD & SWIRE	On 23rd inst. at Noon.	
MINNESOTA	MINNESOTA	Am. str.	—	PORTLAND & ASIATIC S.S. CO.	On 20th inst. at Noon.	
WILLIAM	WILLIAM	Brit. str.	—	NIPPON YUSEN KAISHA	On 23rd inst.	
CHANGHUA	CHANGHUA	Brit. str.	1 m.	MELCHERS & CO.	On 23rd inst.	
AUSTRALIAN PORTS VIA F. WILHELMSHAVEN	DAIJIN MARU	Brit. str.	—	BUTTERFIELD & SWIRE	On 24th Oct.	
AUSTRALIAN PORTS VIA MANILA, &c.	PROTEUS	Brit. str.	—	GIBB, LIVINGSTON & CO.	On 23rd inst.	
YOKOHAMA & KOBE	CHINGTU	Brit. str.	1 m.	BUTTERFIELD & SWIRE	On 23rd inst.	
JAPAN via SHANGHAI	TIPTON	Dut. str.	—	JADEINE, MATHESON & CO.	Quick despatch.	
TIPTON	ESANG	Brit. str.	—	JADEINE, MATHESON & CO.	On 23rd inst. at 2 P.M.	
SHAOHSING	SHAOHSING	Brit. str.	—	BUTTERFIELD & SWIRE	To-day.	
SILESTA	SILESTA	Aus. str.	—	L. STABILE	To-morrow, at Noon.	
CALEDONIEN	CALEDONIEN	Fr. str.	—	JADEINE, MATHESON & CO.	To-morrow, at 3 P.M.	
CHUSAN	CHUSAN	Brit. str.	—	MESSAGERIES MARITIMES	About 24th inst.	
HANGSANG	HANGSANG	Brit. str.	—	P. & O. S. N. CO.	About 21st inst.	
TEUTONPH	TEUTONPH	Ger. str.	—	JADEINE, MATHESON & CO.	On 22nd inst. at 4 P.M.	
DAIJIN MARU	DAIJIN MARU	Jap. str.	—	OSEA SHOSEN KAISHA	On 22nd inst. at Noon.	
PROTEUS	PROTEUS	Ger. str.	—	OSEA SHOSEN KAISHA	On 24th inst. at Noon.	
CHIHLI	CHIHLI	Brit. str.	—	OSEA SHOSEN KAISHA	On 29th inst. at Noon.	
HAITAN	HAITAN	Brit. str.	1 m.	OSEA SHOSEN KAISHA	On 25th inst.	
TEAN	TEAN	Brit. str.	—	J. S. REACH	To-day, at Noon.	
LOONGSAN	LOONGSAN	Brit. str.	—	R. RODGER	To-morrow.	
ZAPILIO	ZAPILIO	Brit. str.	1 m.	Le Mare	On 22nd inst. at 4 P.M.	
KAIKONG	KAIKONG	Brit. str.	—	A. STUART	On 22nd inst. at Noon.	
PEKIN	PEKIN	Brit. str.	—	P. & O. S. N. CO.	On 18th inst.	
CATHAYEINE ARCA	CATHAYEINE ARCA	Brit. str.	—	DAVID SASOON & CO. LTD.	On 20th inst.	
NAMRANG	NAMRANG	Brit. str.	—	JADEINE, MATHESON & CO.	On 26th inst. at Noon.	

For Freight or Passage apply to

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, INDIA, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship

"ERNEST SIMONS."

Captain Aliland, will be despatched for MARSEILLE on TUESDAY, the 19th September, at 1 P.M.

This Steamer connects at Colombo with the Australian line s.s. "DUMBEA," bound for Marseilles via Bombay and Aden.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:

S.S. "POYNESIEN" ... 3rd Oct.

S.S. "CALEDONIEN" ... 17th Oct.

S.S. "OCEANIEN" ... 31st Oct.

G. DE CHAMPEAUX, Agent.

Hongkong, 6th September, 1905. [2]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR

BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"SIMLA."

Captain C. D. Goldsmith, R.N.E., carrying His Majesty's Mail, will be despatched from here for Bombay on SATURDAY, the 23rd September, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "Himalaya," 6,893 tons, from Colombo. Passengers' accommodation in which vessel is

**OCEAN STEAMSHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.
JOINT SERVICES.**

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"DARDANUS"	On 21st September.
GLASGOW and LIVERPOOL	"TYDEUS"	On 28th September.
GLASGOW and LIVERPOOL	"CHINGWO"	On 28th September.
GLASGOW and LIVERPOOL	"KINTUCK"	On 5th October.
GENOA, MARSEILLES and LIVERPOOL	"ACHILLES"	On 20th September.
LONDON, AMSTERDAM and ANTWERP	"ANTENOR"	On 26th September.
LONDON, AMSTERDAM and ANTWERP	"ALCINOUS"	On 10th October.
GENOA, MARSEILLES and LIVERPOOL	"AGAMEMNON"	On 20th October.
LONDON, ARSTERDAM and ANTWERP	"DIOMED"	On 24th October.
Taking cargo for Liverpool at London rates.		

TRANS-PACIFIC SERVICE.

Operating in conjunction with

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	DUE
VICTORIA, VANCOUVER, SEATLE, TACOMA, and PACIFIC COAST PORTS, VICTORIA, VANCOUVER, SEATLE, TACOMA, and PACIFIC COAST	"TYDEUS"	On 1st October.
KOBE and YOKOHAMA	"PINGSUEY"	On 1st November.
TACOMA, SEATTLE, VICTORIA, and PACIFIC COAST	"KEEMUN"	On 30th October.
For Freight, apply to—		

**BUTTERFIELD & SWIRE,
AGENTS.**

Hongkong, 15th September, 1905.

**CHINA NAVIGATION CO.
LIMITED.**

FOR	STEAMERS	DUE
SHANGHAI	"SHAOHSING"	On 18th September.
MANILA	"T'CAN"	On 19th September.
CEBU and ILOILO	"KAIFONG"	On 22nd September.
YOKOHAMA and KOBE	"CHINGTU"	On 23rd September.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOTOWN, CAIENS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 23rd September.
SWATOW, CHEFOO and TIENTSIN	"CHIHLI"	On 25th Sept.
SHANGHAI	"YOWCHOW"	On 19th September.
The attention of Passengers is directed to the superior accommodation offered by those steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.		
Taking cargo on through bills of lading to all Yangtze and Northern China Ports.		
Taking cargo and passengers at through rates for all New Zealand Ports and other Australian Ports.		
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.		
For Freight or Passage, apply to—		

**BUTTERFIELD & SWIRE,
AGENTS.**

Hongkong, 14th September, 1905.

**CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.**

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

R.M.S. PROPOSAL SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
"EMPEROR OF JAPAN" 6,000 Tons Com. H. Pybus, R.N.R. WEDNESDAY, 20th Sept.
"EMPEROR OF CHINA" 6,000 Tons Com. R. Archibald, R.N.R. WEDNESDAY, 18th Oct.
"ATHENIAN" 3,882 Tons Com. S. Robinson, R.N.R. WEDNESDAY, 1st Nov.
"EMPEROR OF INDIA" 6,000 Tons Com. E. Eastham, R.N.R. WEDNESDAY, 15th Nov.
"TARTAR" 4,425 Tons Com. W. Davison, R.N.R. WEDNESDAY, 29th Nov.
Hongkong to London 1st Class via St. Lawrence 230, via New York 232.
Intermediate on Steamers, 240. " 242.
and 1st Class Rail " "

THE magnificent TWIN-SCREW "EMPEROR" STEAMSHIP passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only at Intermediate rates, affording superior accommodation for that class.

Passenger Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to

D. E. BROWN, General Agent
Corner Pedder Street and Praya opposite Blake Pier

JAVA-CHINA-JAPAN LIJN,

REGULAR FOUR WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	JAVA	Second half of September	JAPAN via SHANGHAI	Second half of September
TJIMAH	JAPAN	First half of October	JAVA PORTS	First half of October
TJILATJAP	JAVA	First half of October	JAPAN via SHANGHAI	Second half of October

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take cargo to all Netherlands-Indian ports en route.

For Particulars of Freight and Passage, apply to the

HEAD AGENCY OF THE

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

Alexander Buildings, 3rd Floor.
Hongkong, 9th September, 1905.

[14]

VESSELS ON THE BERTH

NORDDEUTSCHER LLOYD, BREMEN, IMPERIAL GERMAN MAIL LINE.

FOR FRIEDRICH WILHELMSHAFEN, HERBERTSHOEHE, MATUPU, SAMARAI, BRISBANE, SYDNEY AND MELBOURNE.

THE Steamer

"WILLEHAD," Captain OENAUER (ready to load on TOMORROW morning, the 19th inst.), will leave for above places on WEDNESDAY, 20th inst., at 10 a.m.

This Steamer is specially fitted for Passengers and is installed throughout with the Electric Light.

A duly qualified Surgeon and Stewardess are carried.

For Freight or Passage, apply to

NORDDEUTSCHER LLOYD, MELCHERS & CO.

Agents.

Hongkong, 15th September, 1905. [176]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamer

"CATHERINE APCAR," Captain A. Stewart, will be despatched for the above ports on WEDNESDAY, the 20th inst., at 3 P.M.

For Freight or Passage, apply to

DAVID SASOON & CO., LTD.

Agents.

Hongkong, 18th September, 1905. [2104]

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamer

"RADNORSHIRE," will be despatched for the above ports on or about WEDNESDAY, the 20th inst.

For Freight and further information apply to

SHEWAN, TOME'S & CO.

Agents.

Hongkong, 9th September, 1905. [2094]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, BOMBAY, ADEN, SUEZ AND POET SAID.

Taking at through routes to the BRAZIL, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.

THE Company's Steamship

"PERSIA," Captain CRAGLIETTO, will be despatched as above on SATURDAY, the 23rd inst., p.m.

This steamer has splendid accommodation for passengers, electric light and carries a doctor. For information as to Passage and Freight apply to

SANDER, WIELE & CO., Agents.

Princes Building.

Hongkong, 6th September, 1905. [3]

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamer

"BENGLOE," Captain BOE, will be despatched as above on or about the 23rd inst.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 14th September, 1905. [2124]

SHIPPING IN POET.

STEAMERS.

ANDALUSIA, German str. 3,477, M. Fillay, 13th Sept.—Hamburg and Straits 8th Sept., General—Hamburg-Amerika Line.

BNL-DI, British str. 2,508, James Potter, 13th Sept.—Shanghai 10th Sept., General—Gibson, Livingston & Co.

BLACKHEATH, British str. 1,719, W. T. Sherborne, 15th Sept.—Surabaya and Probolinggo 3rd Sept., Sugar—Doddwell & Co.

BOUBON, French str. 997, Sisco, 7th Sept.—Saigon 3rd Sept., General—Chinese.

BULLMOUTH, British str. 2,067, J. T. Welch, 15th Sept.—Takor Bar 9th Sept., Ballast—Arnold, Karling & Co.

CATHERINE APCAR, British str. 1,731, A. Stewart, 11th Sept.—Calcutta and Singapore 5th Sept., General—David Sasoon & Co., Ltd.

CHILDES, Norwegian str. 1,102, H. Nielsen, 22nd Aug.—Surabaya 13th Aug., Sugar—Order.

CHOYANG, British str. 1,424, T. W. Selby, 12th Sept.—Shanghai 8th Sept. and Swatow 11th Sept., General—Jardine, Matheson & Co.

CLARA JENSEN, German str. 1,103, J. Bendixen, 13th Sept.—Swatow 12th Sept., General—Osaka Shion Kaisha.

CLAYERING, British str. 2,154, D. Barton, 6th Sept.—from Salina Cruz, Ballast—China Commercial S.S. Co.

COAL DEPARTMENT

MARUNO-UCHI, TOKIO.

Cable Address—IWASAKI.

which applies to all Branch Offices and Hongkong and Shanghai Agencies.

AI, ABC 5th Edition, Western Union Codes used.

All Letters Addressed—

MANAGER, MITSU BISHI CO., with name of place under.

